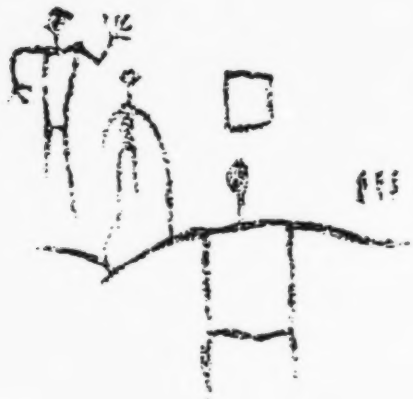
005587

Archaeological Survey and Heritage Resource Assessment



East·West/North·South Transportation Corridor
East Hamilton

June 1980

DeLCan DE LEUW CATHER CANADA LTD
CONSULTING ENGINEERS AND PLANNERS

ARCHAEOLOGICAL SURVEY

AND

HERITAGE RESOURCE ASSESSMENT

East-West/North South
Transportation Corridor:
East Hamilton

A Study Conducted for the Regional
Municipality of Hamilton-Wentworth

Our Ref: 11-109

URBAN DOCUMENTATION CENTRE
RESEARCH UNIT FOR URBAN STUDIES
McMASTER UNIVERSITY
HAMILTON, ONTARIO

DeLCan
in association with
PaleoPlan Inc.

June 1980

005587

TABLE OF CONTENTS

		Page
1.0	INTRODUCTION	1-1
1.1	STUDY OVERVIEW AND OBJECTIVES	1-1
1.2	HERITAGE RESOURCE MANAGEMENT AND TRANSPORTATION CORRIDORS	1-2
1.3	METHODOLOGICAL FRAMEWORK	1-4
2.0	THE STUDY AREA	2-1
2.1	EAST-WEST CORRIDOR	2-1
2.1.1	Environmental Setting	2-1
2.1.2	Field Survey	2-2
2.2	NORTH-SOUTH CORRIDOR	2-6
2.2.1	Environmental Setting	2-6
2.2.2	Field Survey	2-7
3.0	CONCLUSIONS AND RECOMMENDATIONS	3-1
3.1	RECOMMENDATIONS FOR SPECIFIC SITES WITHIN CORRIDORS	3-1
3.2	GENERAL CONCLUSIONS	3-6

LIST OF FIGURES AND PLATES

FIGURES

Figure 1 - Study Area

Figure 2 - Sites located between Upper Horning and Upper Paradise = HWT-1 and HWT-2

Figure 3 - Historic Buildings - Mud Street/Mount Albion Road

Figure 4 - Spera Site - AhGw-31

Figure 5 - King's Forest Park Site (AhGw-1) and HWT-3

PLATES

Plate 1 - Building Foundations south-east of Mud Street and Mount Albion Road

Plate 2 - Albion Mills Historic Building

1.0 INTRODUCTION

1.1 STUDY OVERVIEW AND OBJECTIVES

A heritage resource survey was conducted from May 2-9, 1980, by a team of two archaeologists from DeLCan and PaleoPlan Inc. The survey was carried out along the proposed route and right-of-way of the East-West/North-South Transportation Corridor, a new roadway link between Highway 403 and the Queen Elizabeth Way in the eastern part of Hamilton near Stoney Creek.

The purpose of the survey was to identify all heritage resources within the road corridors, including archaeological remains, historic structures and any other cultural materials. A license to conduct the archaeological survey was obtained from the Ministry of Culture and Recreation, as required under Section 48 of The Ontario Heritage Act, 1974. The present report has been prepared in accordance with Section 65(1) of the Act and the conditions of the license which require: a statement of impacts that the proposed undertaking may reasonably be expected to have upon heritage resources; an outline of any recommendations made to the proponent regarding the protection, preservation or conservation of heritage resources in the area of the undertaking; a statement of reasons for those recommendations.

With regard to the historic buildings located within and adjacent to the road corridor, comments and recommendations were elicited from the Local Architectural Conservation Advisory Committee (LACAC) and the Ontario Architectural Conservancy in Hamilton.

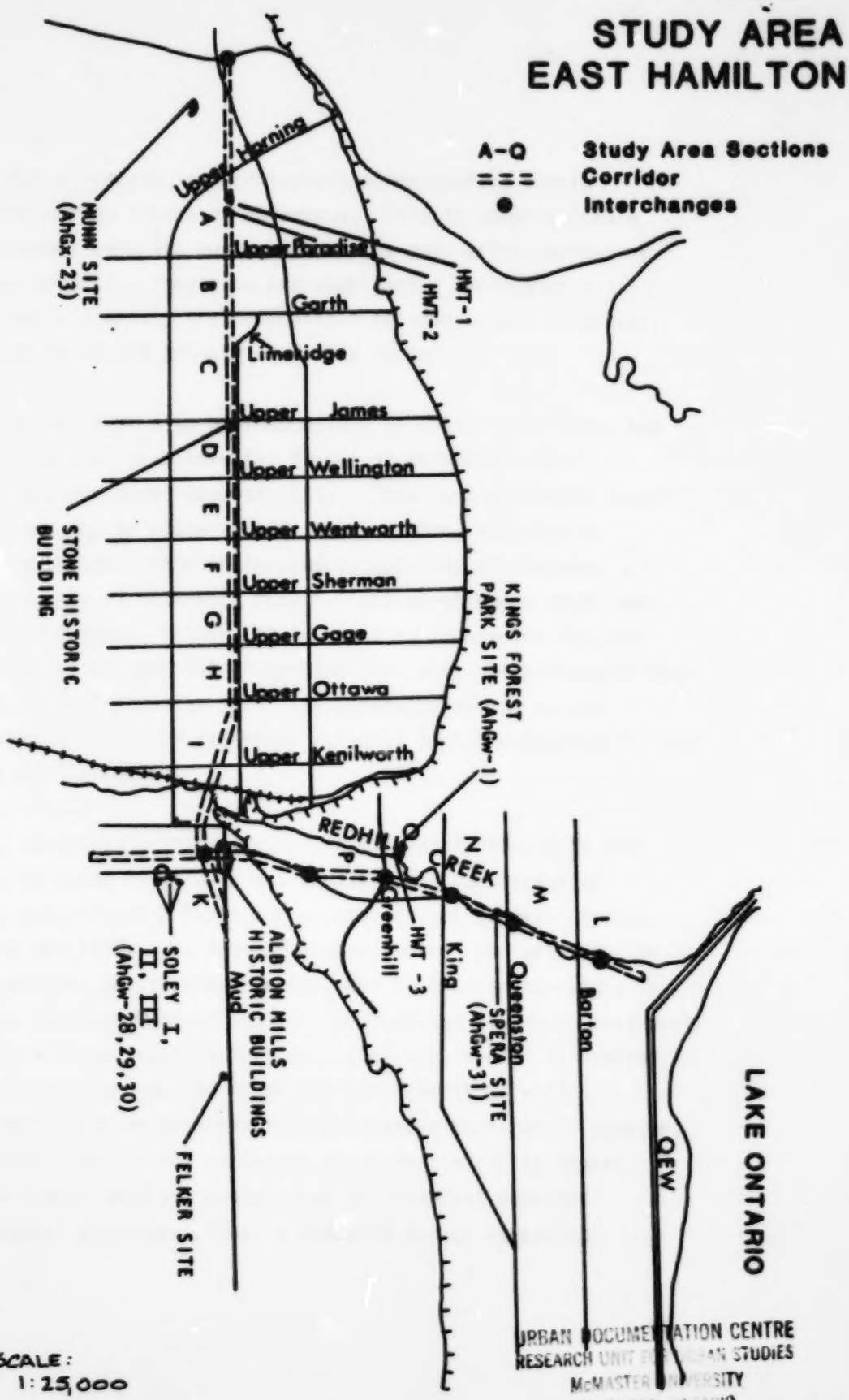
This report consists of three major sections: Introduction, The Study Area and Recommendations and Conclusions. Figure 1 following illustrates the Study Area. Each of the corridors has been divided into sections for easy reference; each section is discussed individually in Section 2.

1.2 HERITAGE RESOURCE MANAGEMENT AND TRANSPORTATION CORRIDORS

Landscape disruptions through various development projects are occurring at unprecedented rates. Archaeological resources as a consequence of their many contextual relationships to landscapes also are being destroyed at unprecedented rates. This has led to a reorientation of values within archaeology from traditional more purely theoretical or academic modes of thought to a management oriented framework. Perhaps the most obvious reflection of such reorientation relates to the now extremely varied sources of financial support for archaeological research. Development agencies are now directing attention and funds towards archaeological research and this raises the important question of responsibility. Contract archaeologists obviously have a responsibility to their Client and to this end must generate data relevant to the development project. Such information must be of a quantity and quality which will facilitate management-oriented problems as indicated in the preceding section. We must be able to generate a reasonable statement of development impact upon heritage resources, recommendations regarding protection, preservation, or conservation of such resources, and reasons for such recommendations.

FIGURE 1

STUDY AREA EAST HAMILTON



SCALE:
1:25,000

URBAN DOCUMENTATION CENTRE
RESEARCH UNIT FOR URBAN STUDIES
McMASTER UNIVERSITY
HAMILTON, ONTARIO

Within such a context, archaeologists often operate within relatively narrow frames of reference. This is understandable, as development agencies must consider the cost-effectiveness of any given project. They also are supplying a service or a product and ultimately are responsible to some higher authority, whether it be of the private or public sector.

Archaeologists must also be responsible to their discipline, and it is a fact that developmental frames of reference often militate against such responsibility. This last statement is not meant in any way to place an additional burden, that is, an onus for a broader frame of reference, upon any development agency. Frames of reference must reflect development needs and cost effectiveness. Rather, it is meant to underscore the dual responsibility of contract archaeologists, who must structure their research in such a manner that data generated within narrow developmental frames of reference fulfills both the developer's and archaeologist's needs.

A recent thrust in archaeology, especially with respect to prehistoric man/land relationships, stresses the importance of regional analysis as a basis for archaeological survey. Transportation corridors, or, from an archaeological perspective, the linear sampling spaces characteristic of highway archaeology, do not allow for this kind of study. The Hamilton-Wentworth East-West/North-South Transportation Corridor, although several kilometres in length, is very narrow and in no way is coterminous with a particular region or prehistoric exploitative territory. However, such a limitation is not as severe as it may initially appear. Long and linear sampling spaces tend to cross-cut numerous environmental settings. Thus, a research design stressing

biophysical variability may generate meaningful statements regarding site variability, and, minimally, will provide data relevant to site location. A long-range corollary of this would be the generation of predictive models useful at local and eventually regional levels. (Binford 1972: 158-177; Turbowity 1977: 145-149; Goodyear 1977: 157-165).

1.3 METHODOLOGICAL FRAMEWORK

The Hamilton-Wentworth East-West/North-South Freeway corridor is short (ca. 15 km), narrow (ca. 200 ft. - 300 ft.) and will be subjected to severe impact in the immediate future through road construction. Thus, a survey objective was total coverage of the study area rather than a sampling program. After having given consideration to access (excellent), time constraints (14 man-days), and the range of archaeological variability which could be encountered (isolated finds to large scale habitation sites), a decision was made to systematically traverse the study area at an interval of 15-25 m. Ground exposures, such as recently ploughed fields greatly facilitated survey effort whenever encountered during a traverse. It was only necessary in these cases to scan the ground surface for archaeological materials. When dense vegetative ground covers, such as grasses, shrubs or scrub forest were encountered, shovel tests at variable intervals of 15-25 m were conducted along traverses. Intuitively, various local settings such as a terrace overlooking a floodplain were considered most promising with respect to site location. Traverse and shovel test intervals were reduced to 2-3 m in these locations. Environmental variables such as vegetation patterns, surficial geology, geomorphology, elevation, obvious contours, and local availability of water were given close consideration during the course of each traverse.

2.0 The Study Area

2.1 EAST-WEST CORRIDOR

2.1.1 Environmental Setting

Heuristically, it was useful to conceive of the proposed Hamilton-Wentworth East-West/North-South Transportation Corridor as two linear and intersecting sampling spaces (i.e., as east-west and north-south transects). The Niagara Escarpment represents the predominant physiographic feature of this area, and it is of interest to note the east-west corridor runs above and approximately parallel to this feature. The topography along the east-west corridor varies west to east from a very discernible hummocky moraine through to gently undulating hills and valleys. There is an obvious correlation between topographic lows and poor drainage. The predominant surficial deposit cross-cut by the east-west corridor is the so-called Halton till of late Wisconsin derivation. This deposit most often occurs as a thin veneer directly overlying bedrock, which outcrops at several locations along the east-west corridor.[1] Lacustrine silts and clays locally overlying till were encountered. The Halton till is a silt/clay-rich till and from a strictly archaeological perspective probably does not differ significantly from any overlying lacustrine silts and clays. A stream cross-cuts the east-west corridor in the vicinity of Upper Horning Mountain Road, and Red Hill Creek intersects the corridor above Albion Falls.

---

[1] See Trow Group report, 1979, for a more detailed overview of the engineering geology along the corridor.

2.1.2 Field Survey

The east-west corridor, from Highway 403 to the Mount Albion Road/ Mud Street area, was surveyed in its entirely over six man-days from May 3 to May 5, following a one-day windshield survey/ evaluation of the entire study area. As illustrated in Figure 1, the two corridors were divided into a total of 17 sections for reference purposes, with sections A through K comprising the east-west corridor.

SECTION A - UPPER HORNING MOUNTAIN ROAD TO UPPER PARADISE ROAD

This section of the corridor is bounded on either side by recent residential subdivisions. The corridor right-of-way has been massively disturbed in most areas by bulldozer activity. Survey methodology here consisted of 15-25 m shovel tests along traverses about 15-25 m apart, and close observation of all cleared/bulldozed ground was made. The major topographic features in this area of the corridor consists of a central ridge which presents a wide view of the surrounding countryside. Informants in the area suggest that this ridge has been bulldozed, reformed and levelled.

On the top of the disturbed ridge Site AhGw- (Our Ref. HTW-1) was identified (Figure 2). A scatter of chert flakes and a a broken chert biface were collected from the surface. The area was intensively scanned and shovel tested, but the heavy disturbance precluded any determination of site boundaries. A second site was identified (AhGw-) (Our Ref. HWT-2) to the east of the ridge in a low lying area of trees, scrub and grassland, as shown

on Figure 2. Recoveries here included one chert fragment and one biface.

SECTION B - UPPER PARADISE STREET TO GARTH STREET

This section consisted of open grassland with some low brush underlain by till. Shovel tests were conducted at 15-25 m intervals along 15-25 traverses. No cultural remains were located.

SECTION C - GARTH STREET TO UPPER JAMES STREET

This section of the corridor consisted of undulating terrain with varying vegetation. Shovel tests were conducted at 15-25 m intervals throughout, except in a small section (ca. 75 m) between West 5th Street and Upper James Street, where residential development and dense bramble vegetation did not allow testing. A small section between Garth and West 5th was ploughed, allowing intensive ground observation. No cultural remains were discovered.

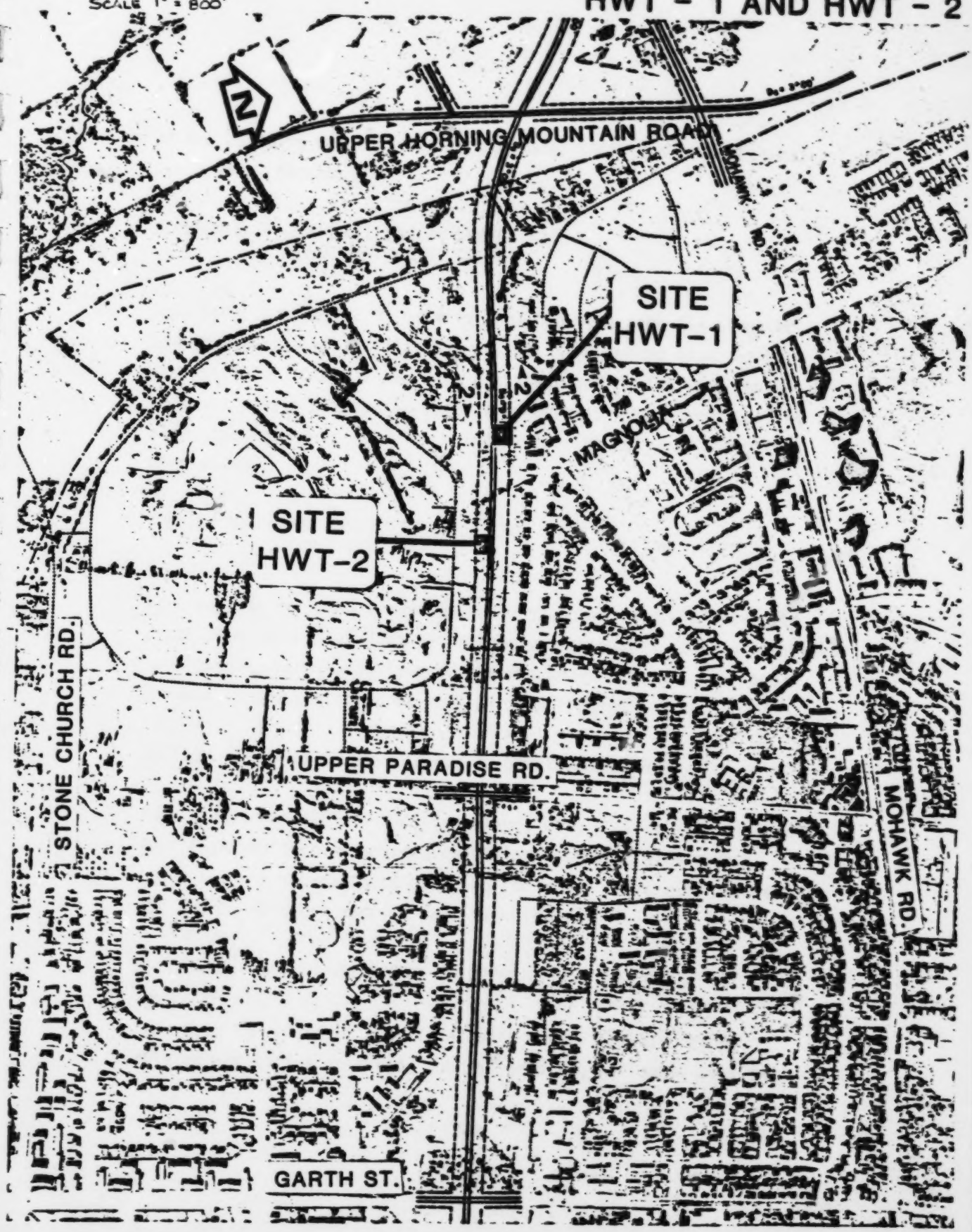
SECTION D - UPPER JAMES STREET TO UPPER WELLINGTON STREET

This section of the corridor consisted of a patchwork of ploughed land, crop and bush. Shovel testing was conducted at 15-25 m intervals along traverses approximately 15-25 m distant. In ploughed areas numerous natural chert nodules and fragments were observed which are likely associated with the nearby Ancaster Chert Beds. No cultural activity was observed.

A small (ca. 9m by 9 m) historic stone building was noted adjacent to Upper James Street just south of Limeridge Road. The location

FIGURE 2

HWT - 1 AND HWT - 2



of the building was referred to the local LACAC and Architectural Conservancy groups.

SECTION E - UPPER WELLINGTON STREET TO UPPER WENTWORTH STREET

Most (approximately 2/3) of this area had been recently ploughed, and thus survey was facilitated as intensive ground observation was possible. Other areas were grassland and forest, and these segments were traversed at 15-25 m intervals, with shovel testing along the traverses at 15-25 m intervals. No cultural activities were evident.

SECTION F - UPPER WENTWORTH STREET TO UPPER SHERMAN AVENUE

This section had been almost entirely ploughed, and was traversed at 15-25 m intervals. Shovel testing was conducted at 15 m intervals in sections where visibility of the ground surface was poor due to vegetation. No cultural remains were located.

SECTION G - UPPER SHERMAN AVENUE TO UPPER GAGE AVENUE

This section was mainly flat grassland, with a large area of land fill observed from adjacent subdivision activity. The same traverses and shovel tests as noted for other areas were carried out and no cultural remains were identified.

SECTION H - UPPER GAGE AVENUE TO UPPER OTTAWA STREET

This area is primarily grassland, with several construction-related activities observed, such as grading, bulldozer cuts and

landfill. Cuts were closely examined here, as were all other such features along the corridor. Walking, trail bike and vehicle paths were also closely observed, and were common throughout the entire study area. Traverses (15-25 m intervals) were hiked, and 15-25 m shovel tests were conducted. No cultural remains were observed.

SECTION I - UPPER OTTAWA STREET TO CNR LINE

This area was primarily grassland with small tracts of scrub forest. Topography was low, with wetlands prevalent. One small area of cropland was avoided, although the fringes within the right-of-way were examined. No cultural evidence was noted.

SECTION J - CNR TRACK TO HAMILTON CITY LIMITS LINE (MAJOR INTERCHANGE CONNECTING TO NORTH/SOUTH CORRIDOR)

This area was primarily grassland, transected by the Red Hill Creek. Traverses at 15-25 m were hiked, with shovel tests every 15-25 m. On the west side of the Creek, a terrace was observed and was tested intensively at 2 m intervals. No recoveries were located.

SECTION K - HAMILTON CITY LIMITS LINE TO MUD STREET INTERSECTION

A large portion of this section has been ploughed and survey was greatly facilitated as easy viewing of the ground surface was possible. Fragments of Ancaster Chert were scattered throughout these fields, but none indicative of cultural activity were encountered as a result of intensive traversing of the area.

Three historic building foundations were encountered immediately adjacent to the corridor in a grassland area south of Mud Street and east of Mount Albion Road (Figure 3). These foundations appear to be constructed of cut stone blocks. They are presently filled with trash and in very poor condition (Plate 1).

The segment of the right-of-way from Red Hill Creek to Arbour Road has been totally disturbed due to sewer construction. Access problems were encountered between Arbour Road the Pritchard, due to residences and a large cow pasture, and this area was not surveyed.

The area from Pritchard to the Townline is where the east-west corridor links up with the north-south corridor, and is the location of a large interchange system (Figure 3). This area was entirely ploughed, and thus survey was greatly facilitated. A hydro line cuts through the area, and it is heavily disturbed. No cultural materials were located in any areas of this section.

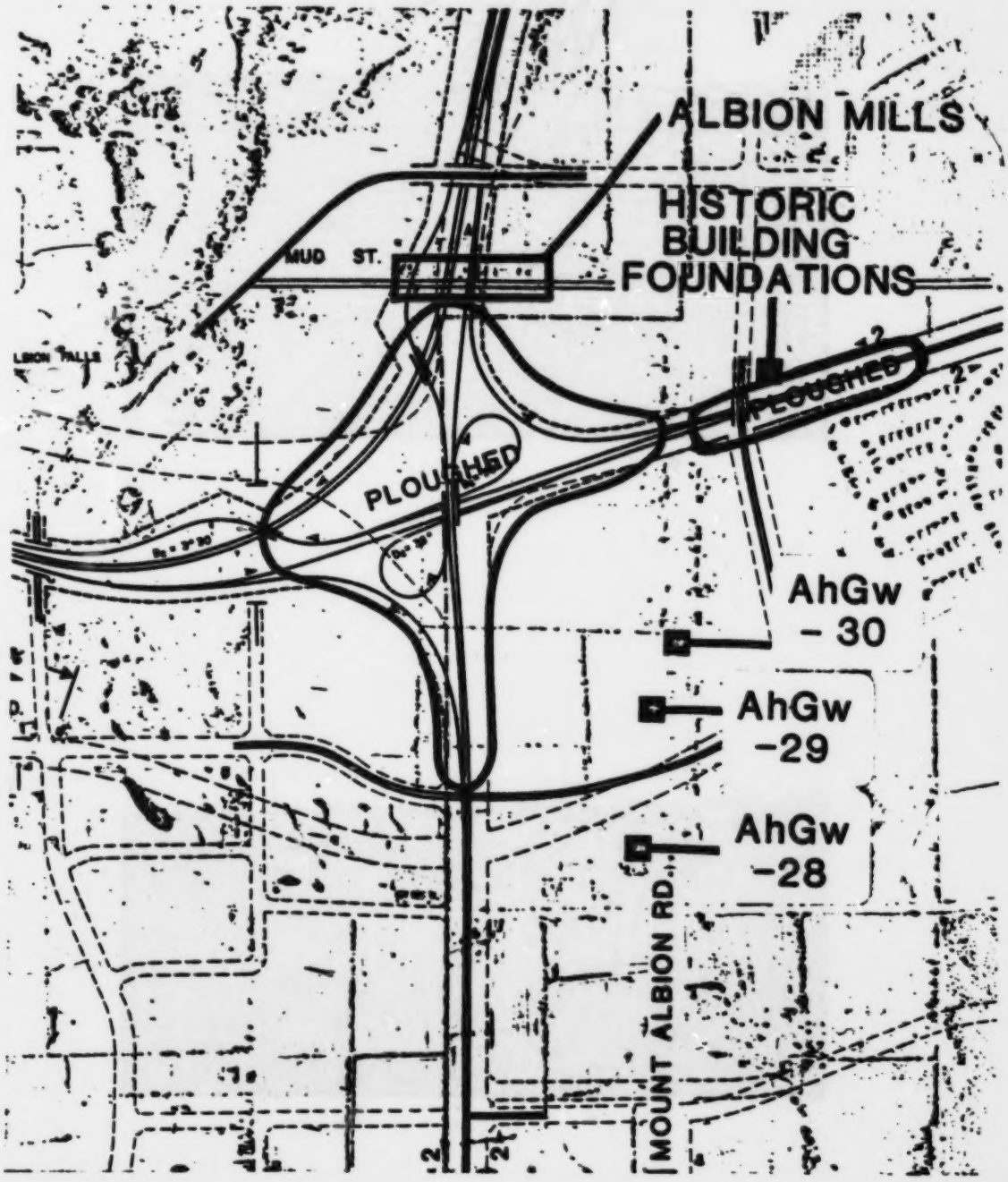
2.2 NORTH-SOUTH CORRIDOR

2.2.1 Environmental Setting

The north-south corridor cuts across the Niagara Escarpment and extends from Rymal Road in the south to Brampton Street in the north. This corridor runs alongside Red Hill Creek for much of its length. The Creek drains across the escarpment at Albion Falls and eventually into Lake Ontario. Basic distinctions to be noted with respect to topography are the Niagara Escarpment (intersected in the Mt. Albion Road/Mud Street vicinity), the undulating terrain located below the Niagara Escarpment and

FIGURE 3

ALBION MILLS COMMUNITY AND HISTORIC BUILDING FOUNDATIONS



SCALE 1"800'

PLATE 1: BUILDING FOUNDATIONS SOUTH EAST OF MUD STREET AND MOUNT ALBION ROAD.

immediately above the Red Hill Creek Valley, and the Red Hill Creek alluvial flats or floodplain. The surficial deposits cross-cut by the north-south corridor are variable, and include units of till, lacustrine sand, lacustrine silt/clay, and alluvium. Of paleoenvironmental interest are the sand/gravel bar deposits of glacial Lake Iroquois intersected by the north-south corridor at King Street. The most significant emicronmental feature encountered along the north-south corridor is Red Hill Creek itself.

2.2.2 Field Survey

SECTION L - BRAMPTON STREET TO BARTON STREET

The northern segment of this section from Brampton Street to the CNR line was not surveyed as it is being used for industrial purposes and has been totally bulldozed. From the tracks south to Barton Street, the corridor runs immediately adjacent to the west bank of the Redhill Creek, where the proposed road will follow along a terrace. This terrace was intensively shovel tested at an inverval of approximately 2 m. The present floodplain was traversed and shovel tested at a 15-25 m interval. The road will cross Red Hill Creek immediately south of the present CNR line, and here the eroded banks of the Creek were investigated. No cultural remains were noted in any area of this section.

SECTION M - BARTON STREET TO QUEENSTON ROAD

Most of the corridor along this section is located on the floodplain of the Creek, immediately adjacent to it. The area was shovel tested at a 15-25 m interval, and cut banks and shorelines were examined closely along the entire length. In addition, several

paths cut through the area and ran along the Creek, and these were examined for cultural materials. None were encountered.

SECTION N - QUEENSTON ROAD TO KING STREET

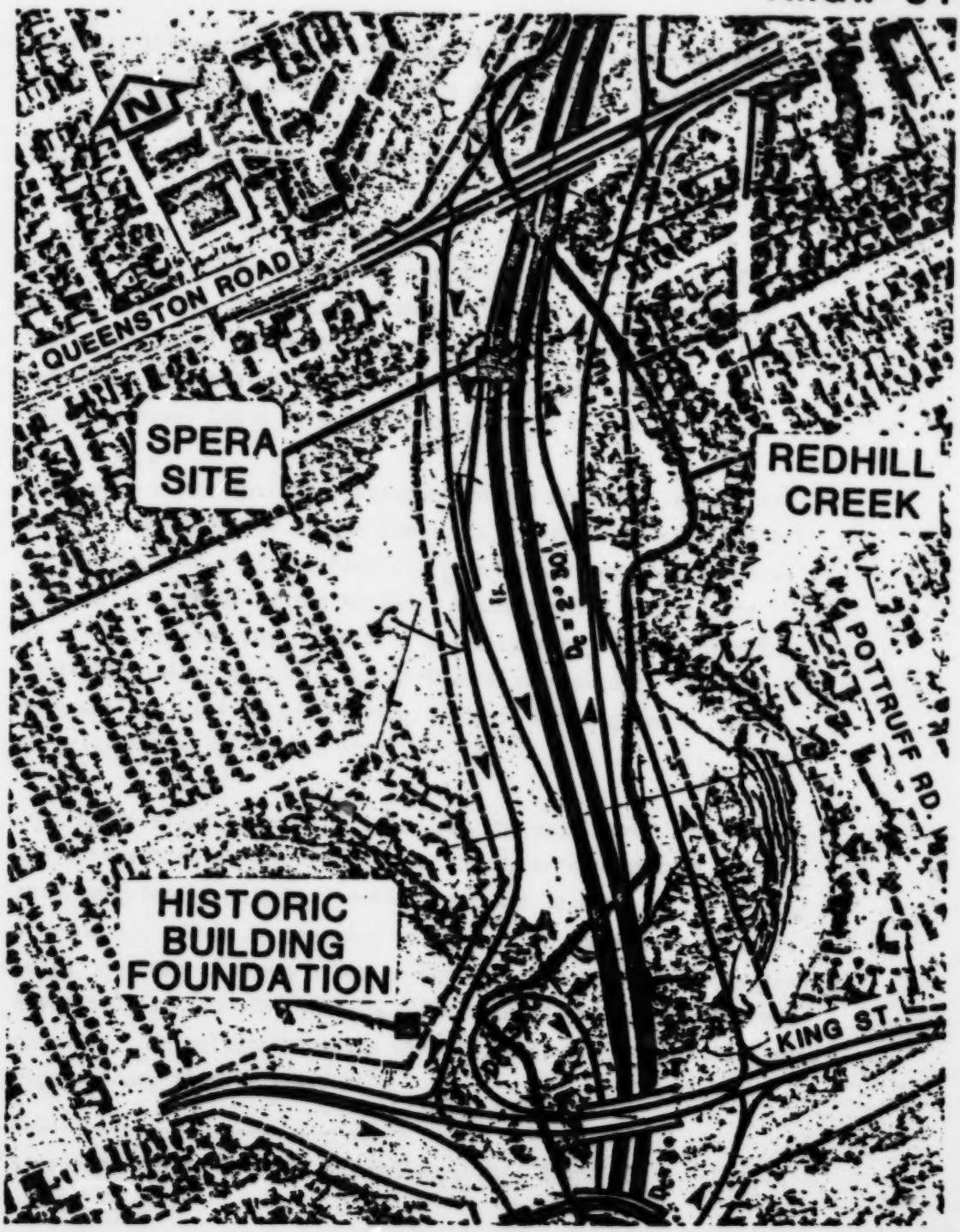
The Spera Site (AhGw-31) is located just to the south of Queenston Road on a low terrace in the Redhill Creek Valley, west of the Creek (Figure 4). Site Record Forms dating back to 1960 were obtained from the Regional Archaeologist (Ministry of Culture and Recreation, London, Ontario), which describe the Spera Site as a Late Archaic or Middle Woodland campsite. This was the only known prehistoric archaeological site actually within the corridor right-of-way, as discovered during pre-survey research for the present study. This entire terrace area was intensively shovel tested. A few chert flakes were located on a footpath along a large bulldozer-formed ridge, but nowhere else in the area during systematic shovel testing. A local resident informed the survey team that this area had been cultivated up to the late 1960s. Since then sewer construction and adjacent residential development has created severe disturbance in the vicinity of the Spera site.

The rest of the section from Queenston Road to King Street was shovel tested at a 15-25 m interval. The southern half of the section has been severely disturbed due to Redhill Creek channel realignment. This area has been bulldozed, as determined from field evidence and local informants. No cultural material was evident.

Just outside the corridor adjacent to King Street (Figure 4), some stone blocks are evident, which have been reported by the

FIGURE 4

SPERA SITE
AhGw-31



Scale 1" = 400'

URBAN DOCUMENTATION CENTRE
RESEARCH UNIT FOR URBAN STUDIES
McMASTER UNIVERSITY
HAMILTON, ONTARIO

Regional Archaeologist as the remains of a heritage building. This site is thoroughly destroyed and is almost totally overgrown.

SECTION O - KING STREET TO GREENHILL AVENUE

In this section, the corridor crosses the Redhill Creek in two places, and for the most part runs along the floodplain. The entire area was shovel tested at 15-25 m intervals. All cut banks were examined in those areas where the Creek will be crossed Two upper terraces will be crossed by the road, and in these locales shovel tests were initiated every 2 to 3 m.

Just outside the corridor, adjacent to the Rosedale residential area on the west side of the Creek, is a Glen Meyer site (AhGw-1) called the King's Forest Park site, which was reported prior to the present survey by the Regional Archaeologist.[2] The Site Record Forms note that this site was excavated during the years 1961-1966. Also noted is the serious disturbance of the area due to sewer excavations and filling. The site was given a low priority rating of 4 (out of 5).

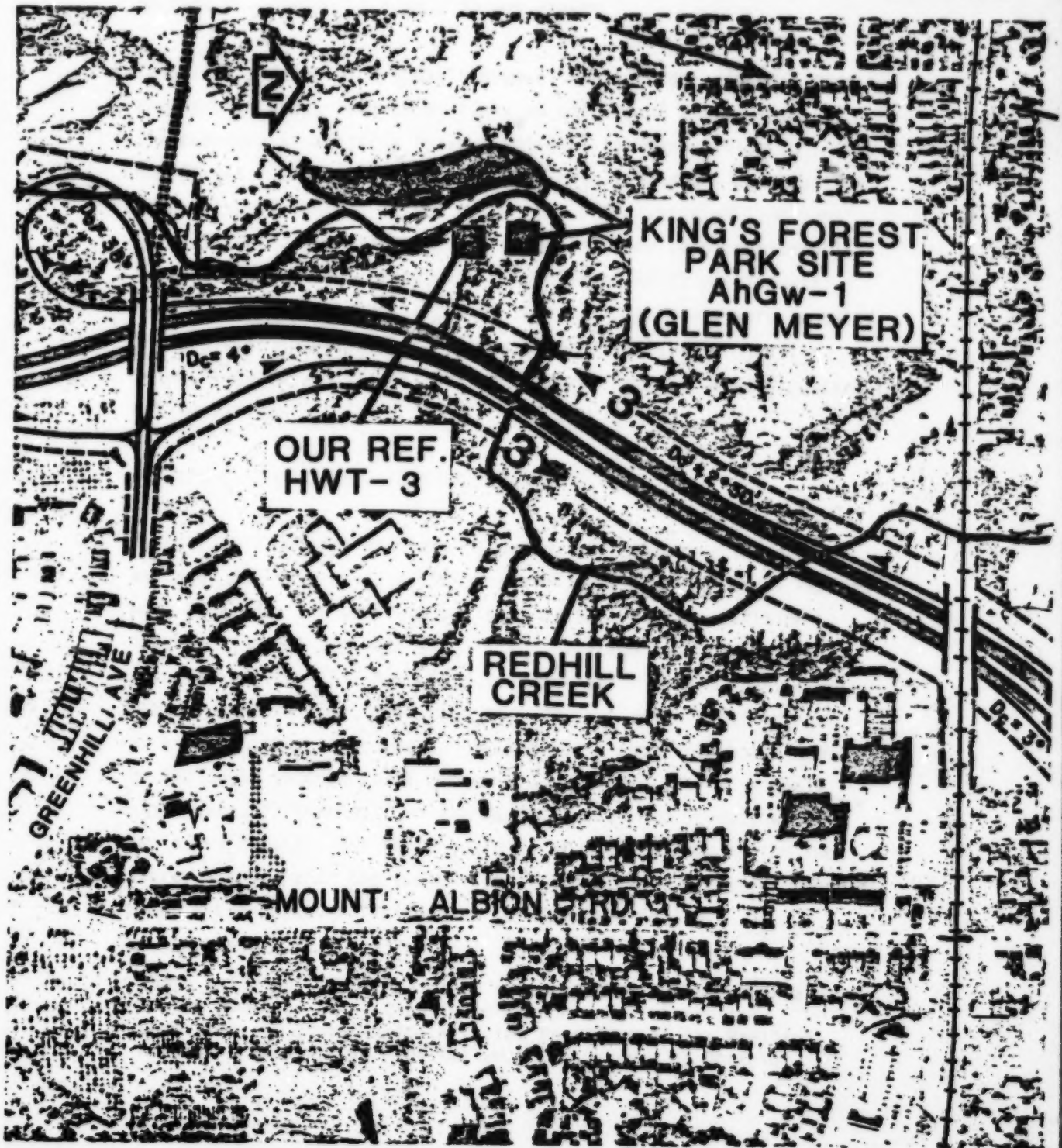
On a steep slope across the Creek (on the east bank) from AhGw-1, the survey crew discovered pottery sherds eroding out of a foot-path immediately adjacent to the Creek and leading up the hill (Figure 5). This is presumed to be part of the AhGw-1 site, as noted on a map of known sites in the area prepared by the Regional Archaeologist (Our Ref: HWT-3). The site is not within the road corridor. No cultural remains were located within the actual road right-of-way in this area.

---

[2]Site reported in Ontario Archaeology, Nos. 8 and 10.

FIGURE 5

AhGw-1
KING'S FOREST PARK SITE



Scale 1"=400'

SECTION P - GREENHILL AVENUE TO MUD STREET

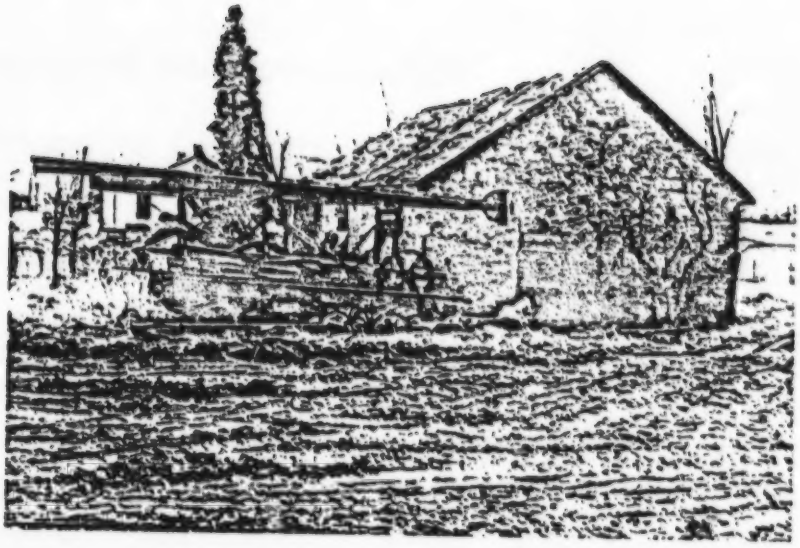
Immediately south of Greenhill Avenue, the corridor diverges from the Redhill Creek Valley and links up with Mount Albion Road. The corridor essentially follows adjacent to Mount Albion to Mud Street. Impact in this area will result from the construction of additional lanes. It was noted that a transmission line runs parallel to Mount Albion and impact has already been considerable. Traverses and shovel tests were conducted at 15-25 m intervals. Numerous paths, motorcycle trails, and bulldozer cuts were examined. The Regional Archaeologist reports several isolated projectile point finds for this area, but no cultural remains were encountered during survey.

SECTION Q - MUD STREET TO RYMAL ROAD

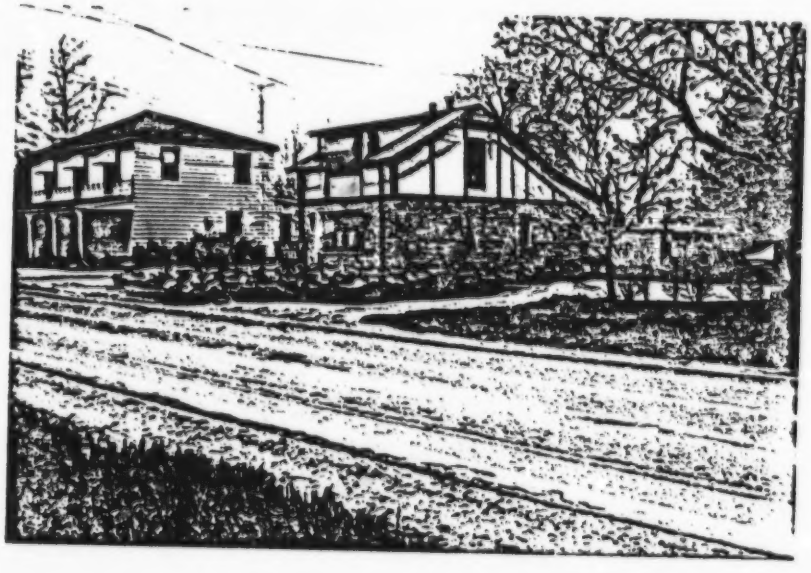
Most of this section had been ploughed, and therefore traversing was easy and ground visibility was high. No archaeological remains were located. The heritage building at the Mud Street/Albion intersection are the most significant heritage feature in this area (Plate 2). This community is referred to as Albion Mills and has some buildings of interest. Of particular significance is a small stone structure to the rear of a white clapboard house on the south side of Mount Albion Road. There is also a small stone barn, further east on the north side of Mud Street, which is in bad repair. The third building of significance is the two storey structure on the south side of Mud Street, directly opposite Mount Albion Road, which appears to have been an Inn.[3]

---

[3]These buildings of significance were reported by the Chairman of the Hamilton Local Architectural Conservation Advisory Committee, in consultation with the President of the Hamilton-Niagara Branch of the Architectural Conservancy of Ontario.



STONE BARN



1860 BUILDING

PLATE 2: ALBION MILLS HISTORIC BUILDING

3.0 Conclusions and Recommendations

3.1 Recommendations for Specific Sites Within Corridors

EAST-WEST CORRIDOR

1. AhGw- (Our Ref: HWT-1)

A biface and several chert flakes were located on a high ridge between Upper Horning Mountain Road and Upper Paradise. The artifacts will be catalogued and sent to the Ministry of Culture and Recreation, with field notes, photo record and Site Record Forms.

This ridge has, according to local informants and field evidence, been totally bulldozed and reformed, and thus the site has been extensively disturbed.

This site appears to have been an Archaic campsite, but no conclusive discussion is possible due to the total disturbance of the landscape.

Recommendations

This site is low priority due to disturbance created by adjacent residential development, sewer construction, etc. No excavation or preservation methods are recommended.

2. AhGw- (Our Ref. HWT-2)

A chert flake and one possible retouched or utilized chert flake were located to the east of the ridge described in section 1 above, in a low lying area of trees, scrub and grassland. The artifactual material was located near the edge of the residential lots. Fill was evident over the entire area. It is surmized that these recoveries and those located at HWT-1 described above are from the same occupation. Disturbance within this entire section of the corridor is so extensive that no conclusions regarding site locations and limits are possible.

Recommendations

No further action is recommended.

3. Upper James Street/Limeridge Road - Stone Building

A small stone building was located within the corridor just east of Upper James Street. The structure was examined by the Chairman of the Hamilton Local Architectural Conservation Advisory Committee (Mr. Anthony Butler) and the President of the Hamilton-Niagara Branch of the Architectural Conservancy of Ontario (Mr. R. Allan). Their observations and recommendations were made to the study team by letter in May, 1980:

> This building is an interesting buttressed structure, with a stone barrel-vault roof. It is probable that the building originally had a frame roof to protect the stonework. The building may have been constructed as part of the lime kiln

complex which was located immediately to the north. We suggest that further research should be carried out into this building, and that it should be moved to another site in order to preserve it.

Recommendations

It is recommended that the LACAC and/or Architectural Conservancy groups conduct further research into this building to determine the heritage/architectural value of the structure, whether it should in fact be moved, and how reconstruction could be carried out. Professional services will be required for such things as supervision of dismantling, relocation site preparation, mortar preparation and so forth. Before any relocation work is commenced, contact should be made with the following for advice on such projects:

(1) Mr. Martin Weaver,
Restoration Architect
Heritage Canada, Ottawa
(613) 237-1867

(2) Association for Preservation Technology
Box 2487, Station "D"
Ottawa
(613) 238-1972

4. Building Foundations: South-East of Mud Street/ Mount Albion Road Intersection

The local heritage building groups' representatives also examined these stone foundations, which are in bad repair and filled with garbage.

Recommendations

The ruins are actually just on the edge of the corridor right-of-way, rather than right within the corridor, but were considered as they will be likely impacted by construction activities. The site is low priority due to its condition. No mitigative action is recommended, except for possible further examination (photography, excavation, etc.) by local interest groups such as the LACAC.

NORTH-SOUTH CORRIDOR

1. Spera Site (AhGw-31)

This site has been previously researched and reported by the Regional Archaeologist (William Fox, London). Disturbance has been severe due to many years of cultivation and more recent bulldozing.

Recomendations

The site appears to have been largely destroyed. No further work is recommended.

2. King's Forest Park Site (AhGw-1) - Our Ref: HWT-3

The survey team located pottery sherds eroding out of a path leading to a steep embankment across the Creek from the previously reported King's Forest Park Site. This site is just outside the road corridor right-of-way. The terrace was intensively shovel tested, but no further activity areas were located. Small (ca. 1 m x 1 m) square pits were observed at the top of the embankment where

the pottery was located, and it is assumed previous archaelogical study has been made of the area.

Recommendations

This site is actually outside the corridor on the edge of a high vertical cut along the creek. Most of the site has likely eroded away with the creek bank.

Due to these factors, and the fact that the King's Forest Park site has been excavated and extensive survey has been carried out all over the area by the present and other survey teams, no further action is recommended.

3. Heritage Buildings - Albion Mills

A report to the survey team by the local architectural heritage groups noted the following:

> This small community, extending along Mud Street easterly from the intersection with the northern part of Mt. Albion Road, has some buildings of interest. The most significant is a small stone structure to the rear of a white clapboard house on the south side of Mt. Albion Road. There is also a small stone barn, further east on the north side of Mud Street, which is in very bad repair. The third building of significance is the two storey structure on the south side of Mud Street, directly opposite Mt. Albion Road, which appears to have been an Inn

Recommendations

The LACAC and Architectural Conservancy Groups perhaps in association with the Ministry of Culture and Recreation, and the Regional Municipality of Hamilton-Wentworth, could potentially establish a study group to further examine the possibilities for mitigating the impact of the road on these buildings. Further study is required before any definite recommendations can be made regarding these structures.

3.2 GENERAL CONCLUSIONS

In terms of prehistoric archaeological sites within the corridor, no such cultural remains were encountered which should be studied further, excavated or preserved. This is mainly due to the fact that the areas under study have already been heavily disturbed and very little contextual information remains. It is of interest that the sites noted (HWT-1, HWT-2, King's Forest Park, Spera) are all located on well-drained ground near a stream. No cultural material was located in low, poorly drained areas. Known sites which are located outside the corridor have been located on the map in Figure 1. These should be noted by the developers and avoided if at all possible.

With regard to the built environment, the stone structure at Upper James Street and the Albion Mills community are the major heritage resources within the corridor. As recommended earlier, further research must be conducted into the relative values of these structures and into the feasibility of moving them, in consultation with the Association for Preservation Technology, Heritage Canada and other experts in this specialized field.

It must be noted that although the corridor was systematically surveyed for almost all of its length and width, construction workers and others associated with the actual construction of the road should be made aware of what archaeological resources are and what to do if they uncover such resources during their work. It is suggested that some type of brochure should be prepared by the Ministry of Culture and Recreation, and distributed to engineers, developers and others involved in land modification projects. The booklet "Archaeological Conservation in Ontario", for example, could be distributed, so that developers are made aware of the legalities, contacts and so forth regarding heritage resources.

REFERENCES

Binford, Lewis R.
1972 "A Consideration of Archaeological Research Design", in Contemporary Archaeology: A Guide to Theory and Contributions, Southern Illinois University Press, pp. 158-177.

Goodyear, A.C.
1977 "Research Design in Highway Archaeology: An Example from South Carolina", in Conservation Archaeology: A Guide for Cultural Resource Management Studies, Academic Press Inc., pp. 157-165.

Turbowity, N.L.
1977 "Archaeological Research for the Genesee Expressway", in Conservation Archaeology: A Guide for Cultural Resource Management Studies, Academic Press, pp. 145-149.

Trow Group Ltd.
1979 (Engineering Geology Report for East-West/ North-South Corridor), Working Report, Phase III, Hamilton.